



Hongkong Daily Press.

ESTABLISHED 1857

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FOR 1911.
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East.

No. 16,648 號八十四百六千六萬壹第 日三十月七年三統宣 HONGKONG, TUESDAY, SEPTEMBER 5TH, 1911. 二拜禮 號五月九年一十百九千一英港香 PRICE, \$3 PER MONTH.

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WAREHOUSE DEPARTMENT:—
106 buildings, principally of brick and steel, 358 entrances. 13 buildings are private
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Custom-house brokerage and insurance undertaken. Rates moderate.
Mooring Basin, 600 feet by 180 feet by 25 feet deep, adjoining the docks and warehouses.

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Do you want it?
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SMOKELESS POWDERS and CHILLED
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Bedrooms with European Bath and
Lavatory attached.
Perfect Sanitation.
The new Lounge will shortly be completed.
A la Carte Restaurant and Grill Room
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A HIGH CLASS HOTEL.
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Hot and Cold Water throughout.
Electrically Lighted; Electric Fans (if
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Electric Passenger Elevator to each floor.
Table D'Hotel at separate tables.
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MANAGER.
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ENTIRELY UNDER EUROPEAN MANAGEMENT.
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Large and Airy Rooms, Hot, Cold, and Shower
Baths, Electric Light Throughout and Fans,
Large and Comfortable Lounge, Private and
Public Bars and Billiard Rooms, GUINNESS
SUPERVISION, Sanitary Arrangements of the
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Hongkong, 1st September, 1910.
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STANDING in its own grounds with Tennis
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Well Furnished Rooms, every home comfort
Fine View of the Harbour.
Telephone, No. 690.
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"Braeside," 20, Macdonnell Road,
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THIS WEEK
SPECIAL ART FILM,
By PATHE FRERES
"SALVATOR ROSA'S LOVE."
Look out for HONGKONG'S
FAVOURITE ARTISTE
MISS VERA FERRACE.
Electric Fans Throughout Theatre.
Lessee and Manager: R. H. STEPHENSON.
Hongkong, 5th September, 1911.

INTIMATION



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For over 30 Years WATSON'S
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SCOTCH WHISKY in the
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Correspondents must forward their names
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No anonymously signed communications
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BIRTH.

On August 29th, at Shanghai, the wife of
CHAS. R. BLUMENBERG, of a daughter.

DEATH.

On August 29th, at Shanghai, JESSE JOHN
MANFIELD, aged 49 years.

ACKNOWLEDGEMENTS.

Mr. and Mrs. ALEXANDER RODGER and
family beg to thank their many friends for their
sympathy in their recent bereavement. [1108]

Mr. WILLIAM NICHOLSON begs to tender
his best thanks for the many kind expressions
of sympathy, floral and otherwise, received dur-
ing his recent bereavement. [1109]

HONGKONG OFFICE: 10A, DES VOGES ROAD C
LONDON OFFICE: 131, FLEET STREET, EC

The Daily Press.

HONGKONG, SEPTEMBER 5TH, 1911.

THE disastrous floods which have been
experienced this summer in some of the
central provinces of China caused the Red
Cross Society of the United States to send
out an engineer of high repute to report to
the executive of the Society upon the cause
of these calamities that devastate large
tracts of country, whereby almost annually
thousands of people are brought to the verge
of starvation. What is intended to be done
when the engineer's recommendations are
obtained we do not know. Everybody
knows the cause of these floods. What is
incomprehensible is that the Chinese
Government should have so persistently
neglected to obtain the advice of competent
engineers, and to act upon it, for the losses
annually incurred by these floods are
enormous. In the province of Anhui alone
the damage caused to the rice crop this sum-

mer is estimated at 20,000,000 taels. Any
satisfactory scheme to prevent these disasters
must entail enormous expenditure, though
the sum total probably would appear small
if the damage caused by these frequently
recurring disasters could be calculated, say,
for a period of twenty years, and compared
with it. Through the efforts of missionaries
large funds have frequently been raised
from foreign sources for the relief of the
people in districts stricken by famine in
consequence of these calamities, and it is
probably the frequent recurrence of these
appeals which suggested to the executive of
the Red Cross Society in the United States
the advisability of sending out an engineer
to study the problem and report what in his

opinion should be done to avert these
catastrophes. We presume the intention is
to make a present of the Engineer's Report
to the Chinese Government and to urge that
the problem be dealt with on the lines
recommended therein. We are not, however,
so hopeful of the outcome as the American
Red Cross Society. China is somewhat
sensitive upon the subject of her national
dignity, and we have had our doubts as to
whether this form of foreign charity is
appreciated in Government circles. These
doubts are strengthened by the perusal of
an article in a Peking contemporary which
is credited with being the mouthpiece of the
Chinese Government. The engineer, a Mr.
C. D. JAMESON, is severely criticised for an
article he wrote for the *Outlook* just before
leaving for China. In this article, it is stated,
he showed that he entertained a very poor
opinion of China as a nation, and wrote of
the "utter hopelessness of renaissance." That
China has preserved its entity, more
or less, for ages, while other nations of more
vitality, strength and knowledge have lived
and died, is attributable, he wrote, not to any
special characteristics either on the part of
the people or the Government, but simply
to location, environment and climate—
nothing else. The Chinese critic traverses
this view with some warmth and affirms
that China's nationality has been preserved
so long simply because "her civilisation
demanded respect, and her prowess and
wealth were awe-inspiring." Whatever may
be thought of China's civilisation now, it is
plain her prowess and wealth have long since
ceased to be "awe-inspiring." What is
particularly offensive to the critics in Mr.
JAMESON's article is that he further shows
his unfriendly regard for China by decri-
ing "in a vigorous manner the rulers of
China and predicts trouble which will cause
Japan to annex the authority of Peking,"
for "as to England, France or Germany,
not one of them can afford to try
force in the Far East with Japan, and
as for America, its people would not
allow a war with Japan to save China." These
being the declared views of the
engineer who has been retained by the Red
Cross Society of America for the philan-
thropic purpose of showing the Chinese
Government how these floods may be
averted, it can be readily understood that
he is unlikely to be very cordially received
in Chinese official circles. "If the Red
Cross Society sends an agent who is no
friend to China and who thinks his work is
only to temporarily relieve China for the ul-
timate benefit of Japan, we fail to see the gen-
erosity of the plan," says our Peking contem-
porary. "To say the least philanthropists should
delegate a man whose mind is sympathetic
with the object of the philanthropy. That
object cannot be successfully achieved when
the worker entertains no hope for the coun-
try for whose benefit it is undertaken, and
it is doubly difficult when the people with
whom he has to deal do not entertain a
liking for him. This dislike, we fear, must
necessarily remain if Mr. JAMESON works
with contempt for our officials and utterly
no hope for our country except to be the
prey of Japanese expansion." Comments
like these, in a newspaper which is regarded
as an organ of the Chinese Government, go
far to confirm the opinion that Mr. JAM-
eson's scheme will be accepted with thanks
and—pigeon-holed.

mer is estimated at 20,000,000 taels. Any
satisfactory scheme to prevent these disasters
must entail enormous expenditure, though
the sum total probably would appear small
if the damage caused by these frequently
recurring disasters could be calculated, say,
for a period of twenty years, and compared
with it. Through the efforts of missionaries
large funds have frequently been raised
from foreign sources for the relief of the
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the advisability of sending out an engineer
to study the problem and report what in his

The English Mail of the 5th August was
delivered in London on the 2nd September.
Four cases of small-pox, two of plague, one of
enteric fever and one of puerperal fever were
notified in the Colony last week.
A hawker who was participating in a gambling
game on board the s.s. *Manchuria* was charged
before Commander Beckwith, R.N., at the
Marine Magistrate's Court yesterday with being
on board without permission. After hearing
the evidence his Worship imposed a fine of \$50.

According to an American Consular report,
prices have more than doubled in Japan in the
last twenty years, while the purchasing value
of the currency has perceptibly declined. Tak-
ing the average rate of prices in January, 1897,
at 100, and value of the currency at the same
time at 100, the rate of prices in 1910 would be
228 and the value of currency 43.

A hitch in the plans for a through tramway
service between two settlements in Shanghai
has occurred, the French Company insisting
upon separate tickets and separate conductors.

A Portuguese named F. A. Rodrigues com-
mitted suicide on Sunday by jumping from the
top floor of 33, Mosque Junction into the court-
yard. The body was removed to the mortuary.

On Saturday morning a man engaged in a
carpenter's shop in Square Street attempted to
commit suicide by cutting his throat with a
chopper. He was taken to hospital, where he is
recovering.

At the Marine Magistrate's Court yesterday,
Commander Beckwith, R.N., fined the owners
of twelve Chinese boats \$10 apiece for being in
the Causeway Bay Refuge without the per-
mission of the Harbour-Master.

Mr. de Roux, Consul-General for the Nether-
lands in Hongkong, informs us that from the
2nd inst. the sanitary measures adopted by the
Netherlands-Indian Government against Hong-
kong on account of plague have been withdrawn.

A big find of opium was made at San Francisco
last month when 300 tins of the drug were
seized at the dock from which the *Alanchuria*
sailed. The opium was "planted" in the water,
but inspectors discovered the line and secured
the tins.

The return of visitors to the City Hall Library
and Museum for the week ending the 3rd Sep-
tember, 1911, shows that of non-Chinese there
were 380 to the Library and 194 to the Museum,
and of Chinese 164 to the former and 2470 to
the latter. The Library was, therefore, used by
544 persons and the Museum by 2,664.

It is reported that the Whampoa Wharf and
Godown Company at Shanghai has been acquired
by a group of Japanese business men. The
price paid for the property is said to amount to
over six hundred and fifty thousand taels—a
sum considerably higher than was offered by
another shipping firm for the same property.

The marriage of Mr. R. Macpherson, account-
ant, Chartered Bank of India, Australia, and
China, Kobe, Japan, son of Rev. R. Macpherson,
D.D., senior minister of Elgin, Scotland, and
Miss Lillian Munroe, second daughter of the
late Rev. M. S. Munroe, of St. John's Vicarage,
Little Hulton, Manchester, will take place at
Kobe early in November.

A piracy took place near Mira Bay at mid-
night on September 1st. A junk had anchored
at Shamui in Chinese waters, and while the
master and crew were asleep four men came
aboard in a fishing boat and boarded the junk.
The robbers were armed, one having a revolver
and the others knives. They drove the crew
down below, put on the hatch, and then ran-
sacked the craft. They secured \$50 in money
and made off.

A copy of the Coronation number of the
Yellow Dragon (Queen's College Magazine) has
been specially printed on superior paper and
bound in crimson leather for the gracious
acceptance of His Majesty the King. The
book has been made crown folio size in order
that it may include two photographs showing
the students celebrating the Coronation by a
feast. His Excellency the Governor has kindly
undertaken to forward the book for His
Majesty's acceptance.

PLAGUE STATISTICS.

There were two cases of plague in the Colony
last week, both Chinese. One case proved fatal.
The complete return for the year shows:—

	Total cases from	Other
January 1st	Nil	250
Total deaths from	Nil	242
January 1st	Nil	1

"THE BEDFORD."

PROGRESS OF THE SALVAGE WORK.

The cruiser *Bedford* sank off Quelpert I-land
on August 20th last year. The sunken rock on
which the cruiser ran is situated very near the
shore of the Island, and the water is also very
shallow. Accordingly, says the *South China*, at
ebb tide the hull of the ship is partly exposed
above water and is clearly to be seen from the
east of Quelpert facing the rock. The ship lies
firmly secured on the rock and her bow
directed to the south-east. The British authorities
investigated various means for refloating her,
but concluded that floating was impossible, so
the ship was sold by tender to a certain Suzuki,
a Japanese contractor, for Yen 34,000. She was
salvaged in perfect condition, and was also to be
bought up by the British Navy at 5 yen per
ton. Salvage work was commenced in May last,
when the breaking-up of the ship began.
The work has strenuously been prosecuted,
with the aid of three diving-bells, one
lance and some sixty hands. Up to date, about
1,500 3 and 6 inch shells have been salvaged,
but probably because they were not in perfect
condition the British authorities would not
give more than 2 yen for each instead of 5 yen
as originally. This was the cause of great dis-
appointment to Suzuki, and he has for the
present given up the work of salvaging shells
and is busily engaged in taking out brass ware.
It is said that the metal taken out during
the three months from May to July
last amounts to 31,006 *livres* of brass, valued
at 16,150 yen and 45,000 *livres* of iron, valued
at Yen 6,750. Sandy articles will be salvaged
later, the estimated value of which, excepting
shells, greatly exceeds Yen 30,000. To com-
plete the salvage work, it is estimated that at
the present rate it will need at least four years
more. As to the condition of articles stored
in the sunken vessel, a correspondent of
the *Motoko Shimpo*, on whose article the
above statement is based, says that he
tested canned lobster taken from the re-
frigerator of the ship and found that it was in
perfect condition, though the paper covering
had rotted. He further states that according
to divers, textile fabrics in the store rooms of
the vessel are generally well preserved, especially
cotton fabrics, though silken fabrics have become
thin and weak probably on account of the genera-
tion of some kind of gas.

TELEGRAMS.

(THROUGH REUTER'S AGENCY.)

THE BLACK PERIL IN SOUTH

AFRICA.

London, September 4th.

Reuter's correspondent at Salisbury
telegraphs that Lord Gladstone in a speech
dealing with the Black Peril said that what-
ever might be the difference of opinion
regarding the merits of the reprieve of
Aumtali, there could be only one principle,
namely the inviolable sanctity of white
women accompanied by strict justice and
fairplay to the subject races. He pointed
out the unpleasantly numerous criminal
cases in which whites and blacks were
concerned and suggested reform of the
Jury system.

GERMAN SOCIALISTS AND WAR.

London, September 4th.

Berlin telegrams report that the Socialist
meeting held on August 31st passed off
most orderly and a resolution condemning
incitement to war was carried.

CHOLERA IN RUSSIA AND ASIA

MINOR.

London, September 4th.

Telegrams from Constantinople show that
cholera is spreading in the provinces.

There were 186 cases with 58 deaths at
Monastir on Thursday and 100 deaths at
Kosovo.

Advices from Chorum, Asia Minor, state
that the population of the villages in the
neighbourhood has been almost wiped out
by cholera.

THE LABOUR TROUBLES.

London, September 4th.

In view of the troubled situation in the
Labour world unusual interest attaches
to the Trades Union Congress which opens
at Newcastle to-day. 524 delegates are
expected to attend the Congress.

THE MOROCCAN SITUATION.

London, September 4th.

The Paris *Matin* declares that the Spanish
communique has in no wise modified the
impression of the unfriendliness of the
Spanish action, and certain circles are so
exasperated as to urge the repudiation of
the 1904 Treaty and the resumption of full
liberty of action with reference to Spain.

POSTAL EMPLOYEES' GRIEVANCES.

London, September 4th.

At a meeting of the National Joint
Committee of the Postal and Telegraph
employees, representing 80,000, it was
decided to demand that the Postmaster-
General appoint a Select Committee to
inquire into their grievances.

ANOTHER AVIATOR KILLED.

London, September 4th.

Telegrams from Chartres, near Paris,
reported that the aviator Maron while
flying fell, and his clothes becoming ignited
he received injuries to which he succumbed.

LAWN BOWLS.

The Police played their last league match on
Saturday when they beat Taikeo at Quarry Bay
by a majority of 36 points.

The table now stands:

	Matches.	W.	L.	D.	Pts.
Police	6	4	1	1	9
Chill Service	5	3	1	1	7
Kowloon	6	2	4	—	4
Taikeo	5	1	4	—	2

DISPOSAL OF OPIUM OFFICERS

IN INDIA.

In reply to a question in the Council meeting
at Allahabad with regard to the disposal of
officers of the Opium Department, Mr. Reynolds
replied that lists of officials in the Opium
Department will come under reduction owing
to reduction in area under poppy are being
prepared. Endeavours will be made to give
employment in other departments to as many as
possible, and others will receive compensation
gratuities or pensions under Civil Service rules.

SUPREME COURT.

Monday, September 4th.

IN ORIGINAL JURISDICTION.

Before His Honour Mr. H. H. J.
GOODE (Puisne Judge).

ACTION FOR FALSE IMPRISONMENT.

Lai Chi Chin brought action against Tang
Wong Shi to recover the sum of \$70,000,
damages for wrongful arrest and false imprison-
ment on the 25th February, 1908.

The case was heard before his Honour the
Puisne Judge and a special jury, composed
of Messrs. J. W. Bolles (foreman), C. C. H.
Schroter, H. W. Bird, E. Graham, H. P.
White, A. Donison and A. Bryer.

Hon. Mr. H. E. Pollock, K.C., instructed by
Mr. Hind (of Messrs. Bratton & Hett),
appeared for the plaintiff, and defendant was
represented by Mr. Eldon Dotter, who was in-
structed by Mr. P. W. Goldring (of Messrs.
Goldring, Barlow & Morrell).

The statement of claim set out that on the
25th February, 1908, the defendant caused to
be issued out of the Registry
of the Supreme Court a writ of summons
addressed to the plaintiff in action 39 of 1908,
wherein the defendant claimed from the
plaintiff payment of \$5,265.68. On the same
day it was ordered that a warrant do issue to the
bailliff enjoining him to bring the plaintiff
before the Court in order that he might show
cause why he should not give security for his
appearance to answer any judgment that might
be given against him, and it was further
ordered that the bailliff be authorised to
release the plaintiff upon payment to the
bailliff of \$5,265.68 together with \$254.52 for
costs. It was further ordered in default of such
payment that the bailliff should retain the
plaintiff until the further order of the Court.

On the same day a further warrant reciting the
said warrant, and that the plaintiff had failed to
give good and sufficient bail for his appearance,
was addressed by the Deputy Registrar to the
Superintendent of Victoria Gaol authorising the
Superintendent to receive the plaintiff
from the bailliff and to detain him
until Thursday, February 27th, at 10 a.m.
When the warrant was issued the
plaintiff had not been arrested, and had not
been served or had notice of the order of war-
rant, and had no opportunity of showing
cause why he should not give security. The
bailliff arrested the plaintiff at 5.30 on the after-
noon of February 25th, but illegally and in breach
of the terms of the warrant he did not bring
the plaintiff before the Court forthwith, but
handed him over to the Superintendent of
Victoria Gaol, and caused him there to be
imprisoned under the authority given in the
further warrant. The defendant maliciously
procured the further warrant to be issued by the
Registrar, and the plaintiff to be falsely
imprisoned, while the Registrar had no
jurisdiction to issue the further warrant. The
defendant maliciously and without reasonable
and probable cause procured the order and
warrant mentioned to be made and issued and
the plaintiff to be arrested thereunder by
means of a false declaration made by
Chan Chun, a man in the service of the
defendant and the agent of the defendant for
procuring the arrest and imprisonment of the
plaintiff. The declaration was false in that it
stated that the plaintiff had been lately residing
with his family at 37, Caine Road, that the
plaintiff's family had left Caine Road that morn-
ing and had gone to Canton; that the declarant
had been informed by Tang Cho, a partner of
the plaintiff, that the plaintiff was leaving the
Colony for Canton that night, and that the
declarant verily believed that the plaintiff was
leaving the Colony to avoid payment of the
defendant's claim. The false statements were
false to the knowledge of the defendant and
Chan Chun, or were made recklessly without
caring whether the same were false or true,
and Chan Chun and the defendant could have
easily ascertained that the statements were
false. On February 26th, on the application of
the plaintiff to the Chief Justice in Chambers,
it was ordered that the warrant for the
plaintiff be discharged, and the sum of
\$5,503 paid into Court on Feb-
ruary 28th as security for appearance to
answer any judgment that might be obtained
against him be paid out to his solicitors. By
reason of the arrest and imprisonment the
plaintiff had been severely injured in his health
and in his credit, and had suffered heavy
pecuniary loss and much physical suffering.

In the statement of defence it was set forth
that the further warrant was issued in pursuance
of an order of the Chief Justice made in Cham-
bers on February 26th, and was in accordance
with the practice of the Supreme Court in this
Colony. In the alternative, if the Registrar
had no jurisdiction to issue the further
warrant as alleged in the statement of
claim, and which allegation was denied, the
defendant, or anyone on his behalf, did not
request the Registrar to issue the further
warrant. Chan Chun and the defendant believed
the statement contained in the declaration of
the former made on February 26th to be true,
and the defendant denied that he had not reason-
able and probable cause for taking the proceed-
ings mentioned in the statement of claim. He
also denied that he acted with malice.

Mr. Pollock, in opening, informed the Court
and jury that simultaneously with the taking
out of the writ of summons in action 37 of 1908
the present defendant, who was then the plain-
tiff, made an application to the Court for the
arrest of the defendant in that action as an al-
seceding defendant. It was laid down in 566,
567 and the following sections of our Code of

Civil Procedure that it was open to the plain-
tiff in an action to bring about the arrest of a
defendant upon the allegation that the defendant
was about to leave the jurisdiction of the Court
and that by reason thereof the execution
of any judgment given was likely to be delayed.
The summons for security was taken out by

Mr. Holmes, as solicitor for the plaintiff in
that action, and was supported by an affidavit
filed by a man named Chan Chun. Lai Chi Chin
was lodged in gaol under warrant, and remained
there for the night. He was a man of weak
health, and this lodging in gaol seriously affect-
ed him. He had some valular disease of the
heart, and the arrest proved a very serious matter
to him, as he was very much excited at being so
apprehended and lodged in the common gaol.
Mr. Gardiner, who was then in the firm of
Messrs. Bratton & Hett, would speak to Mr.

Lai Chi Chin's condition, and his excitement
and weakness generally. After midnight, when
a sum of over \$5,000 was put up, the plaintiff
was released from gaol. Counsel would also show
that the plaintiff had been damaged in his
credit and reputation by these
proceedings. It appeared incidentally, in
the course of the affidavits filed, how
very gross a mis-statement it was to say that
Lai Chi Chin intended to abscond. He had an
appeal case coming on in the following morning
in which he and his wife were to give evidence,
and he had put up no less than \$30,000 as
security. It was obvious therefore that a man
was not going to run away from a claim of
\$5,000 and forfeit \$30,000 which he had put up
as security in another matter. It was clear
upon the face of the papers before the Court
that the defendant in this action, who was the
plaintiff in the previous one, had very grossly
abused the process of the Court with reference
to the arrest of Lai Chi Chin as an absconding
defendant, and that the latter was entitled to very
heavy damages. Counsel would begin to show,
not only from Chinese medical evidence, but
from the testimony of Dr. Steadman, who attended
Lai Chi Chin on various dates shortly after his
release from gaol, that the plaintiff's heart was
in a very bad way, and that his position was
such that being dragged in this way to Victoria
Gaol was calculated to cause him considerable
and permanent injury to his health. In view of
that fact he submitted that the plaintiff was
entitled to very heavy damages. But apart
from this, they were also able to call evidence to
show that in consequence of report of his arrest
getting up to Wuchow and Canton, the plain-
tiff was notified by a firm in Wuchow and by
two firms in Canton—all three firms of position
and standing—that he must retire from his
partnership in those firms because of the damage
to his credit and reputation caused by
his arrest. It would also be shown with
regard to his own business in Hongkong, the
Wa Kee firm that after his arrest and in conse-
quence of his arrest, people were very shy of
doing what they had done before, namely, giving
credit upon his signature and upon the faith of
his credit and reputation without security being
put up. Before his arrest his reputation was
high, but afterwards his signature alone was not
sufficient security for people to act upon. There
was also another head of damages, and that was
for expenses incurred in connection with the
plaintiff's release from custody.

After evidence had been opened, a question
of estoppel was raised. The jury were dismissed
before 11 till this morning and argument
was heard on the point, upon which his Lordship
will give his decision.

INDIA AND CHINESE MARKETS.

Now that the trade in opium is doomed in
China, says the *Colony's Enquirer*, Indian
merchants may well consider if it is not possible
to enter the other markets in the Celestial Em-
pire. Some hold the view that the money saved
by Chinamen on giving up the opium habit will
be devoted to the purchase of other luxuries, and
of necessities of life. According to them, there
is a prospect of an increase in the piece-goods
imports; and a considerable portion of the
trade in cotton goods, they hold, can be
secured by Indian merchants. On another
thoughts there does not appear to be much
chance of Indian mills capturing the Chinese
markets. As a matter of fact, China threatens
to develop into a formidable competitor with
India in the raw cotton market. The area
hitherto given up to the cultivation of poppy
will soon be free, and the Chinese are already
engaged in considering ways and means for
finding a substitute for poppy. It is extremely
probable that the whole of the disengaged area of
fertile land will be placed under rice and cotton.
If that were done, not only would India lose on
opium, but her trade in raw cotton and
manufactured goods would also receive a set-
back. Either China might manufacture the raw
material produced in the country herself, or sell
it to Japan. As it is, Japan is a serious rival
to India in the cotton industry.

THE KING'S ENTRY INTO DELHI.

KING'S GATE UNLOCKED AFTER 51 YEARS.

When His Majesty alights at the railway
station which is being specially constructed for
the occasion near the fort, he will mount a horse
and the King's gate will be opened. A peculiar
significance is attached to this gate. Only the
King of Delhi was permitted to pass through
when he went to the Jumma Masjid to worship.
A cloth used to be laid from the inside of the
fort through this gate to the great mosque. Not
even the King's sons were allowed to pass
through these portals, only a solitary figure in
flowing white robes, his head bowed in solemn
respect as he issued from the sacred portal
with measured step in stocking feet, and
approached the Masjid where thousands stood
waiting his presence to commence prayer. It
was during the Ramzan-Id in 1857, when the
King of Delhi worshipped publicly. The gate
has been studiously closed ever since, and it
redund to the credit of Sir John Hewitt to
mark the King-Emperor's entry into the city
of the Moghuls through so sacred and historical
a portal. One can well imagine what a scene
Sir John has in his mind's eye and what an
impression will result.

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PRESENT POSITION OF COTTON INVESTIGATION IN INDIA.

WHAT THE INDIAN GOVERNMENT IS DOING

In view of the extraordinary situation that has arisen in the cotton trade, a "Note on the present position of Cotton Investigation in India," by Mr. Bernard Coventry, Officiating Inspector-General of Agriculture in India, which has just been issued, will be read with very great interest. It appears that this Note was prepared as a reply to the deputation of Lancashire Members of Parliament, and of Indian and Lancashire Master Cotton Spinners and Manufacturers, which waited upon Lord Morley on 27th July, 1910, and was intended to show the present position of the Indian Agricultural Department in the matter, and it is now published for public information. It seems a pity that the Department of Agriculture should have pigeon-holed such an interesting report for some months, when the whole of the cotton trade in the world is turning its eyes towards India as a possible source of supply of the raw material, and desire to know what the Indian Government is doing to meet that demand. However, better late than never, and we make the following extracts from the Note:—

The work for the improvement of cotton which has been done in the past is as under:—

With the exception of the trials with tree cottons which failed and have consequently been given up, work under all the other heads has been continuous and progressive and is at present engaging a very large share of attention of the Agricultural Department in the cotton areas. It seems almost necessary to emphasise this point, as it would appear that some of the members of the deputation held quite opposite impressions. Thus Mr. Wedd, who represented the Bombay Millowners' Association, stated that "so far most of the attention of the Government officials has been devoted to cotton raised from American or Egyptian seed" and Mr. Johnston, representing the Upper India Chamber of Commerce, repeats almost the same thing. This is far from being the case, as will be seen from the brief abstract given below of the work which has been or is being done under the headings mentioned above.

(1) SURVEY OF INDIGENOUS VARIETIES.

In 1902 and succeeding years, samples of indigenous cotton seed were obtained from all the provinces of India and grown at various centres. This collection became, in time, a complete representative of the many types of cotton grown in the country. A classified account of these was prepared by Mr. G. H. S. then Economic Botanist of the Bombay Presidency, and was published as a handbook to help the workers in the provinces. The Provincial Economic Botanists have further been making a close study of the characteristics of the various forms of the cotton plant grown in their respective provinces, the object being the isolation and maintenance of pure types, their improvement in outturn or quality by selection or hybridisation, and lastly the introduction of the improved plant into general cultivation. It is fully recognised by the Department that the improvement of the indigenous plant rather than the introduction of exotics is the more important aspect of the problem and the bulk of the work now being carried out is in this direction.

(2) SELECTION AND DISTRIBUTION OF SEED.

This line of work is now being followed by agriculturalists and botanists on Government Experimental Stations and the results obtained up to date are very encouraging. The expert opinion goes to show that great improvement in yield and quality of indigenous varieties can be effected by seed selection.

(3) HYBRIDISATION.

Experiments in the hybridisation of cotton are being carried out on various farms. Their progress is naturally slow, but they warrant the expectation of results of great importance, especially on the question of quality. At Surat (Bombay), some of the best hybrids have given a list valued considerably in excess of the local variety. Seed of a number of these hybrids was distributed among cultivators in 1909. The resulting crop was generally superior to that grown from ordinary seed, and the value obtained was 5 per cent more than that for Surat cotton. In the United Provinces, where the subject is receiving almost the whole-time attention of the Economic Botanist, several crosses have been recently produced which give promise of being a great improvement on the present local varieties.

INTRODUCTION OF EXOTIC VARIETIES

WHERE THEY HAVE BEEN FOUND

SUCCESSFUL.

Experiments have been in progress for the last seven years with exotic cottons, and the experience gained goes to show that their extension is most promising in the alluvial plains of Upper India with canal irrigation. As a result of several experiments, it is believed that from 10,000 to 20,000 acres of Egyptian cotton of the Metufa variety can be successfully grown on the Jamar Canal in Sind if Egyptian methods of cultivation are closely followed. It is now also certain that a good class of American cotton can be produced under average circumstances in Sind. In a shorter growing period than local cotton, and there is a very large area on which it can be cultivated. During the current season, it is being grown in Upper Sind, where at present there is no cotton, and in some districts of Lower Sind. The establishment of a certain tract of the Southern Mahabha Country. A form of Upland Georgian passing under the name of Cambodia has given great promise. It is rapidly spreading in the Tinnivelly District of Madras, and the local Agricultural Departments are trying to push its cultivation by free supply of small quantities of seed. In the Bombay Presidency it has been giving very good results at Dhavar, Poona and Surat. In the Central Provinces, Buri, a type of Upland Georgian which has been in India for some time, is being pushed with success. It gives a better yield than the local Jari and has also a better percentage of lint and is more resistant. About 40,000 lbs. seed of this cotton was sold last year, and many cultivators have taken up its cultivation. In some of the United Provinces, agricultural conditions seem to be favourable for the introduction of American cotton, but the want of a market for long staple has restricted its extension. Similarly in the Punjab, owing to the want of a market the cultivation of the Dharwar American which has proved suitable to certain districts has not increased. A slightly higher price than that realised as well as ordinary marketing facilities are necessary. One great difficulty in persuading the farmer to grow staple cotton arises from his inability to obtain adequate remuneration for the extra time and care involved in its production. The Agricultural Department, by auctions and other means, have attempted to obtain fair prices for crops grown at their recommendation, but such intervention is limited in its extent. The establishment of agencies for the buying and selling of cotton would tend to the removal of this difficulty.

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(5) THE TRIAL OF TREE COTTONS.

As above noted, the Department has failed to secure any satisfactory results from these trials, and it has been decided to spend no more money in this direction.

(6) INTRODUCTION OF SUPERIOR COUNTRY.

There has been a marked extension of this line of work, especially in Bombay and Madras. The introduction of Branch cotton into the Southern Mahabha Country has been attended with considerable success. On account of its much higher ginning percentage, its greater yield and superior colour, its cultivation is more profitable to ryots than the local Kumpi cotton. The cultivation of this cotton has so much advanced during the past two years that at the annual auction organised by the Department in 1910 cotton was sold for a total value of Rs. 1,11,165 as against Rs. 8,598 in 1908.

The introduction of pure Karungany in the Tinnivelly District of the Madras Presidency has been attended with similar success. This variety yields lint of much better quality than the mixture of Uppam and Karungany which is usually grown. Through the efforts of the Department, the cultivation of pure Karungany has increased in recent years. It now predominates all through the southern part of the district.

(7) IMPROVEMENT IN METHODS OF CULTIVATION.

The practice of growing cotton broadcast is prevalent in many parts of India, and experiments are being made to determine whether drill sowing and interculture appreciably affect the outturn in quantity or quality. In certain districts of the Madras Presidency, where the ryots used to sow their seeds broadcast, the introduction of drills has been a thorough success. Expert cultivators were, in the first instance, sent to teach the use of the country drill and bullock-hoe and to demonstrate the value of improved cultivation. Implements also were supplied free of cost and expert labourers sent to help the growers. The advantages of the system are now becoming widely appreciated, and many ryots have learned to use the drill. The success of the operations may be realised from the fact that in the Tinnivelly District, where two or three years before not a single field could be seen sown with the drill about 2,000 acres were drilled or were otherwise under improved cultivation in 1909. The general opinion among cultivators has been that there is a saving of Rs. 1-8-0 in cultivation expenses per acre and a gain of about Rs. 16-0-0 of cotton in favour of such cultivation.

EXTENSION OF COTTON CULTIVATION IN INDIA has received a good deal of attention. The area under cotton has, as a fact, increased largely, especially in Bombay, Madras, Hyderabad State, Central Provinces and Central India, during the last three years, and the export figures have actually doubled. Experiments have greatly extended, and the Agricultural Departments are trying to find out suitable localities where cotton cultivation can be introduced or where the area under cotton is to be increased.

If cotton is, however, really an economic crop, there is sure to be, in a very short time, the increased production required, and the desire of the deputation of July last so far as the quantity is concerned will be soon satisfied.

It will be seen from the above that a good deal of attention has been paid by the Department to the improvement of India cotton, and that this attention has not been entirely confined to American and Egyptian varieties, but that the indigenous kinds have received by far the largest share. Thus we are in a position to assure the Secretary of State and the members of the deputation that the endeavours of the Indian Agricultural Department to improve Indian cotton have, in no sense, been relaxed and are not upon the wrong lines, and that we are doing all that can be expected of us.—The Englishman (Calcutta).

ON SALE.

MAIL TABLES

FOR 1911.

Shows the dates of departure of the Mails to Europe and America, and the dates of their expected arrival as well as their destinations, of the dates of return Mails.

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Hongkong, 5th February, 1911.

ASTOR HOUSE HOTEL CO.

The annual meeting of the Astor House Hotel Co. was held last week, Mr. F. Ascoug presiding. The chairman, in the course of his report upon the year's working, said that the profits had been \$9,119.95, and after adding \$1,291.14 standing at the credit of Profit and Loss account last year, \$10,411.09 had been carried forward to the new account. The profitable working of the Hotel had been much interfered with during the past year owing to radical changes in the staff and management. The working accounts and receipts showed an increase of \$70,000 over the previous year, although the expenditure for the past year and a half was had been heavier than usual. He thought the shareholders would agree that they had the finest hotel in the Far East. Dealing with the future he said that they proposed to have light comedy entertainments and to give balls and undertake other entertainments. Altogether \$69,665.83 had been transferred to the Profit and Loss account, which was \$21,316 more than last year.

The accounts were accepted and passed. Mr. V. Meyer was re-elected a Director and Messrs. G. H. and N. Thompson were elected auditors.



NAPIER JOHNSTONES'

"SQUARE BOTTLE"

WHISKY.

UNVARIED FOR OVER

150 YEARS.

THE SAME TO-DAY AS IN

1745.

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SOLE AGENTS IN HONGKONG: LANE, CRAWFORD & Co., and from ALL WINE MERCHANTS.

GRIMAULT'S

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HYPOPHOSPHITE OF LIME

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STUBBORN COUGHS

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WEAK LUNGS

CATARRH

CONSUMPTION

Wilson & Gill

"THE GOLDSMITHS,"
139 & 141, REGENT ST.,
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BY ROYAL APPOINTMENT TO THEIR MAJESTIES THE KING AND QUEEN OF SPAIN, HER MAJESTY THE QUEEN OF DENMARK, HER MAJESTY THE QUEEN OF GREECE.

Complete Illustrated Catalogue of all departments, post free to all parts.

Goods not approved may be exchanged, or amount paid will be returned if desired.

Purchasers residing abroad have the advantage of being supplied direct from an immense London stock at manufacturers' net cash prices.

POSTAGE FREE ON ALL ARTICLES OF JEWELLERY ILLUSTRATED ABOVE.

THE BANK LINE, LIMITED.

REGULAR SERVICE FROM HONGKONG TO
VANCOUVER, B.C., SEATTLE & PORTLAND (Or.),

VIA
SHANGHAI AND JAPANESE PORTS.
CARRYING CARGO ON THROUGH BILLS OF LADING TO ALL OVERLAND COMMON POINTS.

Steamers	Tons	Captain	To Sail on or About
SUVERIC	11,000	F. S. Cowley	5th September.
KUMERIC	11,000	G. B. McGill	3rd October.
LUCERIC	11,000	J. Mathie	25th October.
MERCULES	7,000	R. Williamson	10th November.

To be followed by other Steamers of the Company at regular intervals. Calling at AMOY and KEELUNG if sufficient inducement offers. The BANK LINE Steamers are of the newest design, have most commodious accommodation, and are fitted with Electric Light and Wireless Telegraphy. Special Parcel Express to America and Canadian Ports. For Rates of Freight and Passage, apply to—

THE BANK LINE, LIMITED.
KING'S BUILDING, PRINCE CENTRAL.

INDIAN AFRICAN LINE.

Cargo carried on through Bills of Lading from HONGKONG to BEIRA, DELAGOA BAY, DURBAN (Natal), EAST LONDON, PORT ELIZABETH and CAPE TOWN with transshipment at COLOMBO to Steamers of the INDIAN AFRICAN LINE.

From Hongkong:	From Colombo:
16th September.	5th October.

For Rates and Further Information, apply to—

THE BANK LINE, LIMITED,
(MANAGING AGENTS).

CONFERENCE-WEIR LINE.

REGULAR SERVICE FROM CALCUTTA TO RIVER PLATE.

THE STEAMERS OF THIS SERVICE PROVIDE THE QUICKEST TRANSIT FROM THE ORIENT TO THE ARGENTINE.

Cargo carried on Through Bills of Lading from HONGKONG to RIVER PLATE Ports transshipping to CONFERENCE-WEIR LINE Steamers at CALCUTTA.

From Hongkong:	From Calcutta:
Frequent Sailings	End August, End September.

For Rates of Freight and Further Particulars, apply to—

THE BANK LINE, LIMITED,
MANAGING AGENTS.

NEW LINE OF STEAMERS

TO
SOUTH AFRICAN PORTS.

ORIENTAL AND AFRICAN LINE.

Regular Direct Service from JAPAN, CHINA and STRAITS to BEIRA, DELAGOA BAY, DURBAN, EAST LONDON, PORT ELIZABETH and CAPE TOWN, calling at MAURITIUS if sufficient inducement offers, and affording the Quickest Freight Transport from the ORIENT to SOUTH AFRICA.

Proposed Sailings.
S.S. "DUNERIC" ... 3,000 tons ... to be despatched End December.
S.S. "KATANGA" ... 5,600 tons ... to Follow.
And regularly thereafter.

For Rates of Freight or Passage, apply to—

THE BANK LINE, LIMITED,
MANAGING AGENTS.
Hongkong, 28th August, 1911.

U.S. MAIL LINE.

PACIFIC MAIL S.S. CO.

SEMI-TROPICAL ROUTE.

Only Line taking the warm SOUTHERN ROUTE across the PACIFIC VIA HONOLULU, OAHU, the most Fertile and Beautiful Island of the PACIFIC.

STEAMERS	Tons	SAILING DATES
MANCHURIA	27,000	FRIDAY, 8th Sept., at 1 P.M.
MONGOLIA	27,000	SATURDAY, 30th Oct., at 1 P.M.
KOREA	18,000	FRIDAY, 10th Nov., at 1 P.M.
SIBERIA	18,000	SATURDAY, 25th Nov., at 1 P.M.
MANCHURIA	27,000	SATURDAY, 16th Dec., at 1 P.M.
MONGOLIA	27,000	FRIDAY, 12th Jan., at 1 P.M.
KOREA	18,000	SATURDAY, 27th Jan., at 1 P.M.
SIBERIA	18,000	SATURDAY, 27th Jan., at 1 P.M.

All Steamers are Equipped with Wireless Telegraphy. The P.M. S.S. "MANCHURIA" will be despatched for SAN FRANCISCO VIA KEELUNG, SHANGHAI, NAGASAKI, KOBE, SHIMIZU, YOKOHAMA and HONOLULU, on FRIDAY, 8th September, at 1 P.M.

FARES: HONGKONG TO LONDON £71 10s. 0d. RETURN, SIX MONTHS, £120; 24 MONTHS, £125; INCLUDING BERTH AND MEALS ACROSS AMERICA.

SPECIAL RATES (First Class Only) Granted upon Application. To European Ports: Officials of any European Naval, Military, Diplomatic, Consular and/or Civil Services located in Asia, to European Officials in the Services of the Governments of China and Japan. To United States Ports: Commissioners of the United States Army, Navy, U.S.P.H. & M.H. Services, U.S. Consul Generals, Consuls and Vice-Consuls stationed at Ports of Call. To United States and Canadian Ports: Members of the Naval, Military, Diplomatic and Consular Officials of the Governments of China and Japan. To all points: Special Rates apply when travelling at their own expense and to their families. To all points:—Missionaries and their families.

INTERMEDIATE SERVICE.

PERSIA 9,000 Tons FRIDAY, 20th Oct., at 1 P.M.
CHINA 10,200 Tons FRIDAY, 17th Nov., at 1 P.M.

THE S.S. "PERSIA" will leave for SAN FRANCISCO VIA SHANGHAI, NAGASAKI, KOBE, YOKOHAMA and HONOLULU, on FRIDAY, 20th Oct., at 1 P.M.

On the Fine MAIL Steamers, CHINA and PERSIA First Class. SALOON SERVICE is furnished at Intermediate Rates.

FARES HONGKONG TO LONDON via Canadian Atlantic Ports. £43.
via New York " £25.
HONGKONG TO SAN FRANCISCO via Central and South American Ports. Through Bills of Lading issued to Japan, North, Central and South American Ports. For further information as to Passage and Freight, apply to the Agency of the Companies KING'S BUILDING (opposite Blake Pier).

FRED J. HALTON, AGENT.

VISITORS AT HOTELS.

HONGKONG HOTEL.	GRAND HOTEL.
Miss Anderson	Mr C. F. Panister
Mr G. Becker	Mr A. G. Jones
Mr H. Brockwell	Mr E. A. Johnston
Mr E. A. Broadmann	Mr A. H. Kohn
Mr E. C. Brown	Dr. E. J. Keyt
Mr & Mrs Davis Brown	Mrs F. Lee
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Mr A. H. Cobb	
Mr W. C. Drew	
Mr E. J. W. Eames	
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Dr. F. John	Mr & Mrs. Vernon
Mr John Leno	Mr A. O. Watts
Miss Loretto	Mr & Mrs. H. M. Wheeler
Mr P. B. Lorek	

ON SALE.

A TABLE OF THE
RATES OF EXCHANGE
AT HONGKONG

DEMAND DRAFTS ON BOMBAY	DEMAND DRAFTS ON CALCUTTA
On the Day Preceding the Departure of the English Mail from the Year of the Closing of the Indian Mints to the Free Coinage of Silver	
FROM 1893 to 1909;	
ALSO	
RATES FOR SOVEREIGNS, GOLD LEAF, BAR SILVER (From 1900), and other Useful Information.	
Price: \$1 Cash.	
On Sale at the "DAILY PRESS" Office, or Local Bookellers.	

THE WAGES FOR FIFTEEN YEARS.

SOME REMARKABLE FIGURES.

"I do not think it is generally realised that, during the last fifteen years—and fifteen years is no small part of an average lifetime—the wages of the British workman have fallen." writes Mr. Chiozza Money, M.P., in the *Nation*. "The subject is one of exceeding interest and importance, for the progress of a nation must chiefly be measured by the standard of life of the wage-earning classes, which is the standard of the entire population. The statement that the standard of life of three-fourths of the British people has fallen in half a generation is implicit in the statement with which I begin this article, and it is extraordinary that the working classes cannot find amongst their thirty-five millions some champion voice to compel attention to the underpayment of labour."

THE FALL IN WAGES.

Mr. Chiozza Money gives a remarkable set of figures to prove his point. The main items, shown by percentages, for the years 1895 to 1910 are these:—

Items	1895	1910
Wages	89.1	101
Wholesale Prices	91.0	108.8
Retail London Prices	93.2	109.9

The net effect of these three items is to show that while in fifteen years wages have only increased 13.3 per cent., wholesale prices have increased 19.5 per cent., or, as Mr. Money puts it, "we see that, while money wages have increased about thirteen per cent., retail prices have increased so much that real wages have fallen in the fifteen years." "The money wages of the trades referred to increased by over thirteen per cent. in the fifteen years reviewed. It is exceedingly doubtful, however, whether money wages as a whole made as great an increase. Certain it is that the wages of general labourers, railway servants, carmen, and many others, were very nearly stationary, and that the earnings of the considerable army of casual workers remained at a dead level."

QUESTION OF PROFITS.

Mr. Money then turns to the question of profits, and finds that in the same years—1895 to 1910—the gross assessment to Income Tax has increased by a total of £402,000,000 a year, or 59 per cent. The average income, too, of the income-tax payer has increased by 38 per cent., or from an average of £598 to £864.

"We are now enabled to make a comparison of the movements of wages and profits respectively. In 1895-1910, the money wages rose by about thirteen per cent., while the wages of the income-tax classes, who, with their families, may be termed the 'upper five millions,' rose about thirty per cent."

"For both classes alike, as for the lower-middle classes that lie between them, prices rose, but the great rise in the cost of living in the period means very much to the wage-earner, and very little to the payers of income-tax."

POSITION OF TRADE UNIONS.

"Why is it that British workmen have not been able to secure a fair share of the product of mental and manual labour?" One reason Mr. Money gives is that the strength of trade unions, relatively to that of employers' federations, has diminished of late, and that our trade unions exhibit a lack of expansion which is not creditable to the education, the wisdom, or the collective feeling of the working classes. "In ten years British trade unions have increased only 28 per cent., while German unions have increased 240 per cent., and, as a result, 'German money wages have increased much more rapidly than British money wages since 1899.'"

THE JAPANESE ANTARCTIC EXPEDITION.

ANOTHER APPEAL FOR FUNDS.

The Japan Advertiser states that the following is a translation of part of a letter Lieutenant Shirase recently wrote to Count Okuma. "The epistle is said to be very pathetic and appealing:—"

"As soon as our *Ko-no-maru* arrived at Sydney, she was taken into dock in order to undergo a thorough overhauling. Then the sole source of my worry is that no matter how strongly built is a wooden ship, she cannot stand the canker of the worms whose ravages make Jackson Bay famous. But fortunately enough, my apprehensions have not been realised."

"The German explorer, Lieutenant Filchner, and his British rival, Dr. Mawson, are all hard at work at Tasmanian in order to get sail for the South Pole toward the middle of August. The latter was fortunate to raise a fund amounting to 2,000 yen and yet is endeavouring to obtain an equal sum of money from the Australians. Some days ago, Professor David, of Sydney University, presided over a mass meeting in favour of Dr. Mawson, which I had the honour to attend."

"In conclusion, Lieutenant Shirase says: 'I pray from the bottom of my heart that the needed money will be collected as soon as possible, so that I may achieve my goal.' It is reported from Kobe that a campaign is under way to raise by public subscription 20,000 yen for the Shirase expedition, which has the warm support of influential people there."

THE HOTTEST DAY IN LONDON.

HIGHEST TEMPERATURE FOR THIRTY YEARS.

The *Globe* of the 9th ult. says:— "Once more we are swept by the heat wave, for the tide of temperature which had receded a little with the arrival of August has returned with renewed force. According to the reading of Mr. Stevenson, the Standard meteorologist, the shade temperature at noon to-day was 92deg., one degree less than the record reached on July 22 last, which was the hottest day for three years. Expectations that that temperature would be exceeded were completely realised, and at two o'clock a shade temperature of 95 degrees was registered."

PREVIOUS RECORDS. Only on two occasions in the last seventy years has the temperature, even in the month of July, exceeded this figure. This was on July 15, 1881, when the reading was 97.1, and July 22, 1868, when the reading was 96.6. The following is a table showing the rise of the mercury to-day:—

Hour.	Shade.	Sun.
9.0	80	106
10.0	80	106
11.0	80	119
12.0	92	127
1.0	94	131
2.0	95	131

WEATHER REPORT.

On the 4th at 12.15 p.m.—The barometer has fallen slightly on the S.E. and E. coast of China, and risen a little over the S. coast and Tongking.

The depression, which remains over S.E. China, shows a tendency to move Northwards.

Pressure has increased considerably and is again high over E. Japan, the depression covering that area yesterday having moved over the Pacific.

Pressure remains relatively high over the S. part of the China Sea.

Fresh to strong monsoon may be expected over the N. part of the China Sea.

Hongkong rainfall for the 24 hours ending at 10 a.m., to-day, 0.80 inches.

This forecast for the 24 hours ending at noon to-day is as follows:—

District	Forecast.
Hongkong & Neighbourhood.	
Formosa Channel	S. winds, strong
South coast of China (between Hongkong and Loochoo)	Same as No. 1.
South coast of China (between Hongkong and Hainan)	Same as No. 1.
W. and S.W. winds, strong; fair, equally.	

CHINA COAST METEOROLOGICAL REGISTER.

September 4th—At A.M.

Station.	Hour.	Barometer.	Temperature.	Humidity.	Wind.	Force.	Weather.
Vladivostok	7 a.	29.95	61	80	NNE	2	o
Nemuro	6 a.	29.92	—	—	—	—	—
Hakodate	—	30.04	—	—	NW	1	—
Pekio	—	29.97	—	—	SSW	1	—
Kobe	—	29.91	—	—	NNE	1	—
Nagasaki	—	29.94	—	—	NNE	1	—
Kagoshima	—	29.89	—	—	—	—	—
Oshima	—	29.89	—	—	—	—	—
Naha	—	29.78	—	—	NNE	1	—
Ishijima	—	29.53	—	—	NNE	1	—
Bonin Is.	—	—	—	—	—	—	—
Chefoo	—	—	—	—	—	—	—
Wellsford	9 a.	29.81	73	95	S	2	or
Hankow	—	—	—	—	—	—	—
Kiukiang	—	—	—	—	—	—	—
Shanghai	9 a.	29.63	82	91	SE	3	od
Guttsang	—	29.64	79	95	SE	3	od
Sharp Peak	—	29.59	78	—	SE	4	or
Amoy	6 a.	29.56	77	91	SE	3	od
Swatow	—	29.46	76	95	SW	3	od
Taihook	5 a.	29.66	—	—	SE	3	od
Taihu	—	29.69	—	—	—	—	—
Tainan	—	—	—	—	—	—	—
Koshu	—	—	—	—	—	—	—
Pescadore	—	—	—	—	—	—	—
Canton	9 a.	29.59	84	75	W	2	b
Hongkong	10 a.	29.61	83	83	WSW	2	b
Vict. Peak	—	—	—	—	NW	2	b
Gap Road	—	29.50	—	—	SW	4	or
Macao	—	29.51	83	—	WSW	3	od
Vachow	—	—	—	—	—	—	—
Hoihow	—	—	—	—	—	—	—
Pakhoi	—	29.70	84	—	WNW	2	a
Phu-lin	8 a.	29.76	82	—	SW	2	a
Canton	—	29.94	77	—	SW	2	c
C. St. James	—	29.77	77	—	NW	2	c
Apur	10 a.	29.88	86	79	—	0	b
Manila	6 a.	29.85	77	—	W	0	b
Legaspi	—	—	—	—	—	—	—
Bohol	—	—	—	—	—	—	—
Hilo	—	—	—	—	—	—	—
Cebu	—	—	—	—	—	—	—
Labuan	—	29.94	85	—	—	—	—

F. G. Frog, Director.

Hongkong Observatory, September 4th, 1911.

1. BAROMETER, reduced to 32 degrees Fahrenheit on the level of the sea in inches, tenths and hundredths.
2. TEMPERATURE, in the shade, in degrees Fahrenheit.
3. HUMIDITY, in percentage of saturation, the humidity of air saturated with moisture being 100.
4. DIRECTION OF WIND, to two points.
5. FORCE OF WIND, according to Beaufort Scale.
6. STATE OF WEATHER, by blue sky, a detached cloud, a drizzling rain, fog, gloomy, hazy, lightning, overcast, passing showers, squally, rain, snow, thunder, visibility, wind (wet).
7. RAIN in inches, tenths and hundredths.

HONGKONG METEOROLOGICAL REGISTER.

Hongkong Observatory, September 4th.

Barometer	Previous Day at 4 p.m.	On 4th at 10 a.m.	On 4th at 4 p.m.
Barometer	29.53	29.61	29.56
Temperature	78	83	81
Humidity	88	81	94
Wind Direction	WSW	WSW	WSW
Force	2	2	3
Weather	o	o	od
Rain	—	0.80	—

Highest open air Temperature on 3rd. 85
Lowest open air Temperature on 3rd. 75

HONGKONG TIDE TABLE.

From 5th to 11th September, 1911.

HIGH WATER.				LOW WATER.			
Days of Week.	Days of Month.	H'kong Mean Time.	H'kong Height.	Days of Week.	Days of Month.	H'kong Mean Time.	H'kong Height.
Tues.	5	6 38	6 6	Tues.	5	0 20	4 3
Wed.	6	7 21	6 9	Wed.	6	1 9	4

SHIPPING

ARRIVALS.

For, Norwegian str., 853, G. Wagle, 4th Sept.
—Chefoo 28th August, Beans and General
—Agard, Thoresen & Co.
—Isalia, Mann, Thoresen & Co.
—4th Sept.—Shanghai 31st August, Coal
—Flour and General—Nippon Yusen Kaisha
—Triumphant, German str., 768, Langschwager, 4th
September—Haiphong 1st September
General—Jensen & Co.

CLEARANCES.

AT THE HARBOUR MASTER'S OFFICE.
4th September.
Carl Dietrichsen, German str., for Haiphong.
Hansgang, British str., for Shanghai.
Koongrat, German str., for Bangkok.
Landrat Schell, German str., for Swatow.
Quarta, German str., for Samangung.

DEPARTURES.

4th September.
Benvenue, British str., for Nagasaki.
Yu Shun, Chinese str., for Canton.

PASSENGERS.

Per *Isalia* from Japan, &c. Mrs. C.
Bond and child, Mr. C. Hunt, Mr. P. Jamison,
Mr. L. Spence, Mr. J. H. Gray, Mr. J. D.
Tritton and Mr. R. Wilson.

VESSELS EXPECTED.

THE AMERICAN MAIL.
The T.K.K. str. *Chiu Maru*, with U.S.
mails, is due to arrive at this port to-day
between 6 and 8 a.m.

The P.M.S.S. Co. str. *Hongkong* sailed from
San Francisco on the 22nd ultimo en route to
Hongkong, via Honolulu, Yokohama, Kobe,
Nagasaki and Manila, and is due to arrive at
Hongkong on the 22nd instant.

THE AUSTRALIAN MAIL.
The E. & A. str. *Albatross* from Sydney,
&c., is due at Manila on the 4th inst.
The I.G.M. str. *Prinz Sigismund* left Sydney
on the 26th ultimo, at 11 a.m., and may be ex-
pected here on or about the 19th instant.

THE CANADIAN MAIL.
The C.P.R. Co. str. *Montague* arrived at
Moji at 2 p.m. on the 28th ult., and left again
at 2 p.m. on Tuesday for Shanghai, where she is
due to arrive at noon on the 31st ult.
The C.P.R. Co. str. *Empress of Japan* left
Vancouver, B.C., for Hongkong (via usual ports
of call) on the 23rd ultimo a.m.

THE GERMAN MAIL.
The I.G.M. str. *Goeben*, carrying the
German Mails with dates from Berlin of the
9th ultimo, left Singapore on the 3rd inst.,
at 7 a.m., and may be expected here on or about
the 7th instant, at 10 a.m.

RECENT STEAMERS.
The H.A. Line str. *Singapore* left Singapore
on the 30th ultimo a.m., and may be expected
here to-day a.m.
The str. *Ceylon* left Singapore for this port
on the 30th ult., and may be expected here to-
morrow.

The str. *Glenloch* left Singapore on the 2nd
inst., and is expected here on the 8th instant.
The N.Y.K. str. *Bingo Maru* (Bombay Line)
left Bombay for this port via Singapore on the
25th ultimo, and is expected here on the 12th
inst.

The American & Manchurian Line steamer
Matopo passed the Suez Canal on the 22nd
ultimo, and is due here on or about the 18th
inst.

The str. *Glenloch* passed the Suez Canal on
the 22nd ultimo, and is due here on or about
the 24th inst.

The O.S.K. str. *Chicago Maru* left Tacoma
for this port via Japan and Manila on the 19th
ult., and is due here on or about the 27th inst.

The T.K.K. str. *Bingo Maru* sailed from
Honolulu for Hongkong on the 26th ult., and
is due here on or about the 29th inst.

LATEST STEAMER MOVEMENTS.

The I.G.M. str. *Prinz Ludwig* left Shanghai
on the 2nd inst., at 10 a.m., and may be expected
here to-day a.m.

The P. & O. S. N. Co. str. *Candia* is ex-
pected to arrive at Penang on the 18th instant,
at 6 a.m.

The N.D.L. str. *Columbus* left Kuching on the
3rd instant, at 7 a.m., and may be expected
here on or about the 7th inst., at daylight.

The E. & A. str. *Empress of Sydney* on the
2nd instant for this port (via Queensland Ports,
Timor and Manila).

The Bank Line str. *Kuromaru* left Moji for
Shanghai on the 2nd inst.

The P. & O. S. N. Co. str. *Palma* left
Singapore for this port on the 4th inst., at 6
a.m., and is due here on the 9th inst., at about
6 a.m.

The str. *Saint Patrick* left Port Swettenham
on the 31st ultimo, and is expected here to-
morrow.

The Bank Line, Ltd., have just received news
from Seattle that the *Silk* by their str. *Kuromaru*,
which arrived in Seattle on the afternoon of
July 11th, was forwarded to New York city by
the Chicago Milwaukee and Puget Sound Rail-
way in the record time of 109 hours from the
time of the steamer's arrival at Seattle. This
about three hours better than the previous
record of this railroad, which claims to be land-
ing its produce in Eastern States quicker than
any other Trans-continental Railway.

STEAMERS PASSED THE CANAL.

August 1st—*Antiochus*, Benvenue, *Duclor*,
Ceylon. 4th—*Agamemnon*, 4th str., *Austria*,
Caledonia, *Dunbar*, St. Patrick. 8th—
Suevia. 11th—*Elavonia*, Thoresen, *Transvaal*.
Delayed through mutilation, *Vandana*. 15th—
Baldard, *Nubia*, *Palma*. 18th—*Mikania*
Mara, *Stentor*, *Sydney*, *Telamachus*. 22nd—
Belgravia, *Dendrobium*, *Matopo*, *Mencius*,
Eumetra, *Glenloch*, *Senegambian*, *Locat*. 25th—
Konings, *Suevia*, *Star*, *Atreus*. 29th—
Calchas, *Carle*, *Silva*, *Stella*, *Yangtze*. Sept.
1st—*Dardanel*, *Derfflinger*, *Gloucester*, *Kapa*
Mara, *Kitama*, *Lucerne*, *Poonia*, *Sachsen*,
Tenzen, *Tonia*.

ARRIVALS AT HOME.

Sept. 1st—*Arundel*, *Behic*, *Brasilia*.

ON SALE.

BOUND VOLUMES of the HONGKONG
WEEKLY PRESS, January to June,
1911. With Index. Price \$7.50.
On sale at the "HONGKONG DAILY PRESS"
Office.

Hongkong, 2nd August, 1911

VESSELS ADVERTISED AS LOADING.

To ascertain the anchorage of any Vessels, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked "k," nearest Hongkong "h," midway between Hongkong and Kowloon "m," and those vessels berthed at the Kowloon Wharf "k.w." together with the number denoting the section.

SECTIONS

1. From Green Island to the Harbour Master's 2. From Harbour Master's to Blake Pier 3. From Blake Pier to Naval Yard 4. From Naval Yard to East Point

DESTINATION	VESSEL'S NAME	FLAG & REG.	BERTH	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON & ANTWERP VIA SINGAPORE, &c.	SOCOTRA	Brit. str.	—	G. J. Caldwell	P. & O. S. N. Co.	About 6th inst.
LONDON, &c. via USUAL PORTS OF CALL	DELTA	Brit. str.	—	E. P. Martin, R.N.R.	P. & O. S. N. Co.	On 16th inst., at Noon
LONDON & ANTWERP VIA SINGAPORE, &c.	SARDINIA	Brit. str.	—	C. C. Talbot, R.N.R.	P. & O. S. N. Co.	About 20th inst.
ROTTERDAM & HAMBURG VIA STRAITS, &c.	FUBST BLOW	Ger. str.	k.w.	Jäger	HAMBURG-AMERIKA LINE	On 16th Oct.
HAYRE & HAMBURG VIA STRAITS, &c.	ALBIA	Ger. str.	k.w.	Habel	HAMBURG-AMERIKA LINE	On 15th inst.
HAYRE, ROTTERDAM & HAMBURG &c.	PRUSSEN	Ger. str.	k.w.	Bahle	HAMBURG-AMERIKA LINE	On 20th inst.
HAYRE & HAMBURG VIA STRAITS, &c.	BRUNFELD	Ger. str.	k.w.	Weyhausen	HAMBURG-AMERIKA LINE	On 2nd Oct.
HAYRE & HAMBURG VIA STRAITS, &c.	SUEVIA	Ger. str.	k.w.	Rassau	HAMBURG-AMERIKA LINE	On 12th Oct.
HAYRE, BREMEN & HAMBURG, &c.	SENEGAMBIA	Ger. str.	k.w.	Eckhorn	HAMBURG-AMERIKA LINE	On 27th Oct.
HAYRE & HAMBURG	YEDDO	Swed. str.	—	K. Kanawa	Olof Wijk Co., Ltd.	About 16th inst.
COPENHAGEN & BALTIC PORTS	TANGO MARU	Jan. str.	—	Sommer	NIPPON YUSEN KAISHA	On 23rd inst., at 6 p.m.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	KANG MARU	Jan. str.	—	P. von Buzer	NIPPON YUSEN KAISHA	On 27th inst., at D'light
NAPLES, GENOA, ALGIERS, GIBRALTAR & SOUTHAMPTON	PRINZ LUDWIG	Ger. str.	—	R. Dannecker	MELCHERS & Co.	On 7th inst., at 10 a.m.
TRIESTE, &c. via SINGAPORE, &c.	FORWARDERS	Ger. str.	—	S. Tomianga	SANDER, WIELER & Co.	About 5th inst.
BOSTON & NEW YORK VIA PORTS & SUEZ CANAL	KATUNA	Am. str.	—	E. S. Cowley	ARNHOLD, KARBBERG & Co.	On 15th inst.
SEATTLE, B.C., SEATTLE & PORTLAND, &c.	SEATTLE MARU	Jan. str.	—	—	THE BANK LINE, LIMITED	To-day.
VICTORIA, B.C. & TACOMA VIA KEELUNG & JAPAN	INADA MARU	Jan. str.	—	—	OSAKA SHOSHEN KAISHA	On 12th inst., at 4 p.m.
VICTORIA, B.C. & SEATTLE VIA KEELUNG, SORAI, &c.	MEXICO MARU	Jan. str.	—	—	OSAKA SHOSHEN KAISHA	On 14th inst., at 11 a.m.
VICTORIA, B.C. & TACOMA VIA KEELUNG, SORAI, &c.	EMPEROR OF JAPAN	Jan. str.	—	—	OSAKA SHOSHEN KAISHA	On 23rd inst., at 6 p.m.
VANCOUVER VIA SHANGHAI, JAPAN, &c.	MONTEAGLE	Brit. str.	1 m.	W. Davidson	CANADIAN PACIFIC R. Co.	On 14th Oct. at Noon
VANCOUVER VIA SHANGHAI, JAPAN, &c.	MANCHURIA	Am. str.	2 m.	A. Dixon	PACIFIC MAIL S.S. Co.	On 8th inst.
SAN FRANCISCO VIA KEELUNG, SHAI & JAPAN, &c.	CHIYO MARU	Jan. str.	—	W. W. Greene	TOYO KAISEN KAISHA	On 15th inst., at Noon
SAN FRANCISCO VIA SHANGHAI & JAPAN, &c.	PERSEA	Ger. str.	—	L. Klugkist	PACIFIC MAIL S.S. Co.	On 20th Oct., at 1 p.m.
AUSTRALIAN PORTS VIA MANILA	COBLE	Jan. str.	—	M. Yagi	MELCHERS & Co.	On 9th inst., at D'light
AUSTRALIAN PORTS VIA MANILA	MISHIMA MARU	Jan. str.	—	A. E. Moses	NIPPON YUSEN KAISHA	On 29th inst., at Noon
KOBE & YOKOHAMA	PRINZ SIGISMUND	Ger. str.	—	F. Brueining	MELCHERS & Co.	About 19th inst.
KOBE & YOKOHAMA	KUMANO MARU	Jan. str.	—	M. Winckler	NIPPON YUSEN KAISHA	On 27th inst., at Noon
NAGASAKI, KOBE & YOKOHAMA	TUTABORI	Dut. str.	—	V. Zwart	JAVA-CHINA-JAPAN LIN	Quick despatch
JAPAN	YUJIMA MARU	Jan. str.	—	—	NIPPON YUSEN KAISHA	On 14th Oct., at Noon
MEXICAN, PERUVIAN & CHILEAN & JAPAN	NANGHANG	Brit. str.	1 m.	R. Robertson	JARDINE, MATHESON & Co., Ltd.	To-day, at Noon
CHEONG & NEWGHAW	SHANGHAI	Brit. str.	—	T. Stollberg	MELCHERS & Co.	On 7th inst., p.m.
SHANGHAI VIA SWATOW	SHANGHAI	Ger. str.	—	Jäger	HAMBURG-AMERIKA LINE	To-morrow.
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA	SHANGHAI	Ger. str.	—	L. Hussey	JARDINE, MATHESON & Co., Ltd.	On 7th inst., at Noon
SHANGHAI, KOBE & YOKOHAMA	SUEVIA	Brit. str.	k.w.	Wm. Lloyd Jones	BUTTERFIELD & SWIRE	On 7th inst., at 4 p.m.
SHANGHAI	TUNGSHING	Brit. str.	1 m.	H. W. A. Clark, R.N.R.	P. & O. S. N. Co.	About 7th inst.
SHANGHAI	CHENAN	Brit. str.	—	C. C. Williams	BUTTERFIELD & SWIRE	On 10th inst., at D'light
SHANGHAI	SHANGHAI	Brit. str.	1 m.	S. J. G. Pearson	NIPPON YUSEN KAISHA	On 13th inst.
SHANGHAI, MOJI, KOBE & YOKOHAMA	SHANGHAI	Brit. str.	—	N. Nielsen	NIPPON YUSEN KAISHA	On 13th inst.
SHANGHAI, MOJI & KOBE	WAKASA MARU	Jan. str.	—	G. W. Cockman, R.N.R.	P. & O. S. N. Co.	About 14th inst.
SHANGHAI, MOJI & KOBE	ASSAYE	Brit. str.	—	—	Olof Wijk & Co., Ltd.	About 17th October.
SHANGHAI	CANTON	Swed. str.	—	H. S. Bradshaw	P. & O. S. N. Co.	About 23rd inst.
SHANGHAI, YOKOHAMA, KOBE & MOJI	DELHI	Brit. str.	—	J. B. V. Dammo, Jinh	JAVA-CHINA-JAPAN LIN	Quick despatch
SHANGHAI	TAIPANAS	Dut. str.	—	—	OSAKA SHOSHEN KAISHA	On 10th inst., at 10 a.m.
SHANGHAI	DAIJI MARU	Jan. str.	—	—	OSAKA SHOSHEN KAISHA	On 13th inst., at 10 a.m.
SHANGHAI	CHOSHIN MARU	Brit. str.	—	W. C. Passmore	DOUGLAS LAFRAIK & Co.	To-morrow, at 2 p.m.
SHANGHAI	HAICHONG	Brit. str.	2 h.	J. S. Rosch	DOUGLAS LAFRAIK & Co.	On 10th inst., at 10 a.m.
SHANGHAI	HATANG	Brit. str.	2 h.	A. W. Evans	DOUGLAS LAFRAIK & Co.	On 12th inst., at 1 p.m.
SHANGHAI	TEAN	Brit. str.	1 m.	J. W. A. Underbridge	BUTTERFIELD & SWIRE	To-day, at 4 p.m.
SHANGHAI	LOONGSANG	Brit. str.	—	Tosak	JARDINE, MATHESON & Co., Ltd.	On 9th inst., at 2 p.m.
SHANGHAI	RUBI	Am. str.	—	S. Crosby	SHEWAN, TOMES & Co.	On 9th inst., at 4 p.m.
SHANGHAI	KATFONG	Brit. str.	1 m.	Siddons	JARDINE, MATHESON & Co., Ltd.	On 12th inst., at 4 p.m.
SHANGHAI	YUENSANG	Brit. str.	—	M. C. Smith	SHEWAN, TOMES & Co.	On 15th inst., at 2 p.m.
SHANGHAI	ZAFIRO	Am. str.	—	K. Soyoda	NIPPON YUSEN KAISHA	On 20th inst., at 4 p.m.
SHANGHAI	HAKATA MARU	Jan. str.	—	Figari	CARLOWITZ & Co.	To-day.
SHANGHAI	CAPRI	Dut. str.	—	H. Koops	JAVA-CHINA-JAPAN LIN	Quick despatch
SHANGHAI	TIKIMI	Brit. str.	1 m.	H. Mathias	BUTTERFIELD & SWIRE	To-morrow, at 8 a.m.
SHANGHAI	SUNGSIANG	Brit. str.	—	W. G. G. Leask	JARDINE, MATHESON & Co., Ltd.	On 8th inst., at Noon
SHANGHAI	MAUSANG	Brit. str.	—	Weigall	JARDINE, MATHESON & Co., Ltd.	On 19th inst., at Noon
SHANGHAI	BORNEO	Ger. str.	—	F. Sembill	MELCHERS & Co.	Middle of Sept.
SHANGHAI	SI-KIANG	Freestr.	—	E. de Catalano	MESSAGERIES MARITIMES	On 13th inst., at 9 a.m.

PASSENGER SEASON 1912.

NORDDEUTSCHER LLOYD. BREMEN.

TO EUROPE BY THE

MAGNIFICENT FAST LINERS.

STEAMSHIP	DISPLACEMENT	ON FEBRUARY 6TH
"GOEBEN"	17,000 tons	ON FEBRUARY 21st.
"DERFFLINGER"	17,300	ON FEBRUARY 21st.
"PRINZ EITEL FRIEDRICH"	16,000	ON MARCH 5TH.
"YORCK"	17,000	ON MARCH 20TH.
"PRINZESS ALICE"	20,300	ON APRIL 2ND.
"LUETZOW"	17,300	ON APRIL 17TH.
"KLEIST"	17,000	ON APRIL 30TH.

* THESE STEAMERS WILL CALL AT MANILA DIRECT ON THE VOYAGE FROM HERE TO SINGAPORE.

CALLING AT NAPLES, GENOA, ALGIERS, GIBRALTAR AND SOUTHAMPTON

TO LAND PASSENGERS.

All the Steamers of the European Line are fitted with Wireless Telegraphy.

EARLY BOOKING RECOMMENDED.

For Further Particulars, apply to

MELCHERS & Co., GENERAL AGENTS.

Hongkong, 1st September, 1911.

NORDDEUTSCHER LLOYD. BREMEN.

IMPERIAL GERMAN MAIL

LINES.

FOR	STEAMERS	TONS	TO SAIL
NAPLES, GENOA, ALGIERS, GIBRALTAR, SOUTHAMPTON, ANTWERP AND HAMBURG	"PRINZ LUDWIG"	18,300	Thursday, 7th Sept., at 10 p.m.
SHANGHAI, NAGASAKI, KOBE AND YOKOHAMA	"GNEISENAU"	16,000	Thursday, 7th Sept., p.m.
MANILA, ANGAUR, YAP, NEWGUINIA, BRISBANE, SYDNEY AND MELBOURNE	"COBLE"	6,750	9th Sept. at Daylight.
KOBE AND YOKOHAMA	"PRINZ SIGISMUND"	6,000	About
KUDAT and SANDAKAN	"BORNEO"	5,000	19th Sept.

All the Steamers of the European Line are fitted with Wireless Telegraphy.

New System of Telefunken.

For Further Particulars, apply to

NORDDEUTSCHER LLOYD,

MELCHERS & Co.,

GENERAL AGENTS HONGKONG AND CHINA.

Hongkong, 5th September, 1911.

SWEDISH EAST ASIATIC CO., LTD.

GOTHENBURG.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

DESTINATION	STEAMERS	DATE OF SAILINGS
COPENHAGEN AND BALTIC PORTS ... "YEDDO"	...	About 16th Sept.
SHANGHAI, YOKOHAMA, KOBE & MOJI "CANTON"	...	About 17th October.

For Freight and Further Particulars, apply to

OLOF WIJK & CO., CHINA AGENCIES, AKTIEBOLAG.

46 YORK BUILDINGS TOP FLOOR

PHILIPPINES S.S. CO.

STEAMSHIP TONS CAPTAIN FOR SAILING DATE

RUBI	4000	S. Crosby	Manila, Cebu & Iloilo	On 9th Sept., 4 P.M.
ZAFIRO	4000	M. C. Smith	Manila, Cebu & Iloilo	On 23rd Sept., 4 P.M.

For Freight or Passage, apply to

SHEWAN, TOMES & Co., General Managers, PHILIPPINES S.S. Co.

Hongkong, 31st August, 1911.

CANADIAN PACIFIC RAILWAY CO.'S

ROYAL MAIL STEAMSHIP LINE.

"EMPRESS LINE."

Between China, Japan and Europe via Canada and the United States, calling at Hongkong, Shanghai, Nagasaki (through the Inland Sea of Japan) Kobe, Yokohama, Victoria and Vancouver B.C. The only Line that maintains a Regular Schedule Service of 12 DAYS YOKOHAMA to VANCOUVER, 21 DAYS HONGKONG to VANCOUVER SAVING 5 to 7 DAYS' OCEAN TRAVEL.

From Hongkong. "EMPRESS OF JAPAN" SAT., 23rd Sept. "EMPRESS OF IRELAND" FRI., 20th Oct.

"MONTEAGLE" SATURDAY, 14th Oct. From St. John.

"EMPRESS OF INDIA" SAT., 4th Nov. "EMPRESS OF BRITAIN" FRI., 1st Dec.

"EMPRESS OF JAPAN" SAT., 2nd Dec. "EMPRESS OF BRITAIN" FRI., 29th Dec.

Steamships leave HONGKONG at 6 P.M.

THE Quickest route to CANADA, UNITED STATES and EUROPE, calling at SHANGHAI, NAGASAKI (through the INLAND SEA OF JAPAN) KOBE, YOKOHAMA and VICTORIA, B.C. Connecting at VANCOUVER with a Special Mail Express, and at QUEBEC with the Company's New Fastest "EMPRESS" Steamships, 14,500 tons register, thus providing a comfortable and speedy through route to Europe.

All Steamers of the Company's Pacific and Atlantic Fleets are equipped with the Marconi Wireless apparatus.

First Class rate to London includes cost of Meals and Berth in Sleeping Car while crossing the American Continent by Canadian Pacific direct Line.

R.M.S. "MONTEAGLE" carries Intermediate Passengers only, at Intermediate rates affording superior accommodation for that class.

Passengers Booked through to all points and AROUND THE WORLD.

SPECIAL THROUGH RATES (First Class only) granted to Missionaries, Members of the Naval, Military, Diplomatic, and Civil Services and to European Officials in the Service of China and Japan Governments. Full particulars of application from Agents.

For further information Maps, Routes, Handbooks, Rates of Freight and Passage, apply to

D. W. CRADDOCK, General Traffic Agent for China, Corner Pedder Street and Praya, opposite Blake Pier.

PENINSULAR & ORIENTAL STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL	REMARKS
LONDON and ANTWERP via SINGAPORE, PE- NANG, COLOMBO, PORT SAID and MARSEILLES	SOCOTRA Capt. G. J. Colwell, R.N.R.	About 6th Sept.	Freight only.
SHANGHAI, MOJI, KOBE and YOKOHAMA	DELTA Capt. C. C. Talbot, R.N.R.	About 20th Sept.	Freight and Passage.
LONDON via USUAL PORTS OF CALCUTTA	ASSAYE Capt. E. P. Martin, R.N.R.	About 16th Sept.	See Special Advertisement
SHANGHAI	DELHI Capt. H. S. Bradshaw	About 28th Sept.	Freight and Passage.

For Further Particulars apply to

E. A. HEWETT,

Hongkong, 4th September, 1911.

CHINA NAVIGATION CO., LD.

SAILINGS SUBJECT TO ALTERATION

FOR	STEAMERS	TO SAIL
MANILA, CEBU and ILOILO	"TEAN"	On 5th Sept. 4 P.M.
HONGKONG and HAIPHONG	"SUNGKIANG"	On 6th Sept. 8 A.M.
SHANGHAI	"CHENAN"	On 7th Sept. 4 P.M.
CHEFOO and NEWCHANG	"NANCHANG"	On 9th Sept. 4 P.M.
SHANGHAI	"LINAN"	On 10th Sept. Daylight
MANILA, CEBU and ILOILO	"KAIFONG"	On 12th Sept. 4 P.M.

DIRECT SAILINGS TO WEST RIVER, Twice Weekly.

AUSTRALIAN STEAMERS have superior accommodation with Electric Light, through and Electric Fans in the State-rooms. A duly qualified Surgeon is carried. REDUCED FARES, Cargo booked through for all Australian, New Zealand and Tasmanian Ports.

MANILA LINE—TWIN SCREW STEAMERS "TEAN" and "TAMING." Saloon accommodation Amidships; Electric Fans fitted; Extra State-rooms on Deck aft. Saloon accommodation of S.S. "KAIFONG" is situated on Deck, aft.

SHANGHAI LINE—FAST SCHEDULE TWIN SCREW STEAMERS "ANHUI," "CHENAN," "CHINCHUA" and "LINAN" with excellent accommodation, Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon, leaving Hongkong for Shanghai direct every Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports. For the SUNDAY Morning sailings, a Co's launch leaves Murray Pier at 10 o'clock every SATURDAY Night.

These Steamers Land Passengers in Shanghai, avoiding the inconvenience of the transhipment at Wusung.

REDUCED FARES—SINGLE \$15.....RETURN \$75.

For Freight or Passage apply to—BUTTERFIELD & SWIRE, AGENTS.

Hongkong, 5th September, 1911.

INDO-CHINA S. NAV. CO., LD.

PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION)

FOR	STEAMERS	TO SAIL
SHANGHAI via SWATOW	"HANGSANG"	Tuesday, 5th Sept. Noon.
SHANGHAI	"TUNGSHING"	Thursday, 7th Sept. Noon.
SINGAPORE, PENANG & CALCUTTA	"KUMSANG"	Friday, 8th Sept. Noon.
MANILA	"LOONGSANG"	Saturday, 9th Sept. 2 P.M.
MANILA	"YUENSANG"	Saturday, 16th Sept. 2 P.M.
SANDAKAN	"MAUSANG"	Monday, 18th Sept. Noon.

RETURN TOURS TO JAPAN,

(Occupying 24 Days).

The Steamers "KUTSANG," "NANGSANG" and "FOOKSANG" leave about every 3 weeks for Shanghai and returning via Kobe (Inland Sea) and Moji to Hongkong. These vessels have all modern improvements and are fitted throughout with Electric Light.

A duly qualified surgeon is also carried. Steamers have superior accommodation for First Class Passengers and are fitted throughout with Electric Light.

Taking Cargo on through Bills of Lading to Yagatai, Tsingtao, Weihaiwei, Chasoo, Tientsin & Newchwang.

Taking Cargo on through Bills of Lading to Kuantai, Ishad, Datu, Simporna, Tawo, Jesselton and Labuan.

Telephone No. 215, Sub. Exch. 4.

For Freight or Passage, apply to—JARDINE, MATHIESON & CO., LTD., GENERAL MANAGERS.

Hongkong, 5th September, 1911.

HAMBURG-AMERIKA LINIE

IN CONJUNCTION WITH

DEUTSCHE DAMPSCHIFFFAHRTS GESELLSCHAFT "HANSA."

Regular Sailings from JAPAN, CHINA and PHILIPPINES,

via STRAITS and COLOMBO,

to MARSEILLES, HAVRE, BREMEN and HAMBURG and to NEW YORK.

TAKING Cargo at Through Rates to all European North Continental and British Ports also Trieste, Lisbon, Oporto, Marseilles, Genoa, and other Mediterranean Levantine, Black Baltic Sea and Ports, and all North and South American Ports.

NEXT SAILINGS FROM HONGKONG:

OUTWARD.

For SINGHAI, KOBE & YOKOHAMA:

STEAMERS	CAPTAIN	LEAVING.
S.S. SUEVIA	...	6th Sept.
S.S. SENEGAMBIA	...	20th Sept.
S.S. HAYEN	...	6th Oct.
S.S. ARCADIA	...	18th Oct.
S.S. SLAVONIA	...	3rd Nov.
S.S. SCANDIA	...	16th Nov.
S.S. SPEZIA	...	2nd Dec.

For Further Particulars, apply to—

HAMBURG-AMERIKA LINIE,

Hongkong Office.

Hongkong, 4th September, 1911.

DOUGLAS STEAMSHIP CO., LD.

HONGKONG-SOUTH CHINA COAST PORTS

HIGHEST Class, Fastest and Most Luxurious Steamers on the Coast, having Splendid Accommodation for First Class Passengers. Electric Light. Excellent Cuisine.

SWATOW, AMOY AND FOOCHOW

(Occupying 9 to 10 Days).

STEAMSHIPS	CAPTAIN	LEAVING.
"HAICHING"	Capt. W. C. Passmore	WEDNESDAY, 6th Sept., at 2 P.M.
"HAIYANG"	Capt. J. S. Roach	SUNDAY, 10th Sept., at 10 A.M.
"HAIYANG"	Capt. J. W. Evans	FRIDAY, 12th Sept., at 1 P.M.

Steamers will arrive at and Depart from the Company's Wharf (near Blake Pier). For Freight and Passage, apply to—DOUGLAS, LAPEL & CO., GENERAL MANAGERS.

Hongkong, 5th September, 1911.

TOYO KISEN KAISHA.

IMPERIAL JAPANESE TRANS-PACIFIC MAIL LINES.

SAN FRANCISCO LINE.

Connecting with the WESTERN PACIFIC RAILWAY at SAN FRANCISCO to all Points in the UNITED STATES and CANADA and with TRANS-ATLANTIC LINES for EUROPE.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION)

STEAMER	Tons	CAPTAIN	DATE OF SAILING.
CHIYO MARU	21,000	W. W. Greene	FRIDAY, 15th Sept., at Noon.
AMERICA MARU	21,000	A. G. Stevens	FRIDAY, 6th Oct., at Noon.
TENYO MARU	21,000	E. Bent	FRIDAY, 13th Oct., at Noon.
SHINYO MARU	21,000	H. S. Smith	FRIDAY, 3rd Nov., at Noon.

Triple Screw, turbine engines. Twin Screw. All Steamers are equipped with the Japanese Government Wireless Telegraph and Post Offices.

THE Triple Screw Steamer "CHIYO MARU" will be despatched for SAN FRANCISCO via KEELUNG, SHANGHAI, NAGASAKI, KOBE, YOKKAICHI, YOKOHAMA and HONOLULU, on FRIDAY, 15th SEPTEMBER, at Noon.

SOUTH AMERICAN LINE.

(In Connection with the NATIONAL RAILWAYS OF MEXICO at MANZANILLO).

The Only Regular Direct Service to MEXICAN, CHILIAN and PERUVIAN PORTS.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION):

STEAMER	Tons	DATE OF SAILING.
BUYO MARU	10,500	SATURDAY, 14th October, at Noon.
HONGKONG MARU	11,000	WEDNESDAY, 13th December, at Noon.
KIYO MARU	17,500	TUESDAY, 18th February, at Noon.

THE Steamer "BUYO MARU" will be despatched hence for MEXICAN, PERUVIAN and CHILEAN PORTS via MOJI, KOBE, YOKOHAMA and HONOLULU, on SATURDAY, 14th October, at Noon.

FARES FROM HONGKONG:

To LONDON £71.100.

To VALPARAISO Yen 570.00.

SPECIAL RATES (First Class Only) are granted to the undermentioned and their families when travelling at their own expense.

TO EUROPEAN PORTS—Officials of any European Naval, Military, Diplomatic, Consular or Civil Service located in Asia, European Officials in the Service of the Government of China and Japan.

TO CANADIAN AND UNITED STATES PORTS—Commissioned Officers of the United States Army, Navy, and U.S.A., Consular Officials stationed at Ports of Call.

TO ALL PORTS—Missionaries and their families. (These concessions apply to San Francisco Line Only.)

These magnificent steamers are most up-to-date and luxurious in every way. Excellent cuisine and accommodation. "TENYO MARU" and "SHINYO MARU" are fitted with Turbine Engines and Triple Screw. Record Speed 21½ knots.

Through Bills of Lading issued to North, Central and South American Ports. For Further Particulars as to Passage and Freight, apply to K. MATSUDA, AGENT, King's Building (Opposite Blake Pier).

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OSAKA SHOSEN KAISHA.

REGULAR SERVICES, PROPOSED SAILINGS FROM HONGKONG.

(Subject to Alteration).

TRANS-PACIFIC SERVICE.

Connecting at TACOMA with

THE CHICAGO, MILWAUKEE and PUGET SOUND RAILWAY

AND

THE CHICAGO, MILWAUKEE and ST. PAUL RAILWAY

(The only direct train service, without transshipment, also shortest and fastest route, from the Pacific Coast to Chicago). Taking cargo on through Bills of Lading to all Overland Common Points in the U.S.A. and Canada, also to the principal ports in Mexico, Central and South America.

FOR	STEAMERS	Tons (Gross Reg.)	LEAVES.
VICTORIA, B.C. & TACOMA via KEELUNG, NAGASAKI, KOBE, YOKKAICHI, SHIMIZU and YOKOHAMA	"SEATTLE MARU"	6,182	WEDNESDAY, 6th Sept., at 11 A.M.
	"CHICAGO MARU"	6,182	TUESDAY, 3rd Oct., at 11 A.M.
VICTORIA, B.C. & TACOMA via KEELUNG, SHANGHAI, MOJI, KOBE, YOKKAICHI, SHIMIZU and YOKOHAMA	"MEXICO MARU"	6,064	SATURDAY, 16th Sept., at 11 A.M.
	"CANADA MARU"	6,064	TUESDAY, 17th Oct., at 11 A.M.

The Co.'s Newly Built Steamers have fair speed. Superior accommodation for steerage Passengers situated AMIDSHIP. A limited number of Cabin Passengers carried at Low Rates. Best adapted rooms for carrying Silk, Treasure and Parcels. Special attention given towards Express connection.

HONGKONG, SOUTH CHINA COAST PORTS & FORMOSA SERVICE

FOR	STEAMERS	LEAVES.
TAMSUI via SWATOW, and AMOY	"DAIGI MARU"	SUNDAY, 10th Sept., at 10 A.M.
FOOCHOW via SWATOW and AMOY	"CHOSHUN MARU"	WEDNESDAY, 13th Sept., at 10 A.M.

For information of Freight, Passages, Sailings, etc., apply at the Co.'s Local Branch Office, at Second Floor, No. 1, Queen's Buildings

772-778]

S. HIROI,

MANAGER

EST ASIATIQUE FRANCAIS

MESSAGERIES MARITIMES, AGENTS.

MAIL SERVICE TO AND FROM

TONKIN

in 53 hours.

S.S. "SI-KIANG," Capt. E. de Catalano.

(1st and 2nd CLASSES) will leave Hongkong for

KWANG CHOW WANG and HAIPHONG,

on WEDNESDAY, the 13th Sept., 1911, at 9 A.M.

For Passages and Freight apply to

P. THOMAS, M.M. Co.'s AGENT.

2

NIPPON YUSEN KAISHA

(THE JAPAN MAIL STEAMSHIP CO.)

PROJECTED SAILINGS FROM HONGKONG— SUBJECT TO ALTERATION.

DESTINATIONS	STEAMERS	Tons	SAILING DATES.
MARSEILLES, LONDON and ANTWERP, via SINGAPORE, PENANG, COLOMBO, SUEZ and PORT SAID	TANGO MARU Capt. K. Kawara	8,000	WEDNESDAY, 13th Sept., at Daylight.
	KAMO MARU Capt. F. L. Sommer	9,000	WEDNESDAY, 27th Sept., at Daylight.
	AKI MARU Capt. K. Homma	7,000	WEDNESDAY, 11th Oct., at Daylight.
VICTORIA, B.C. & SEATTLE	SADO MARU Capt. J. Richard	7,000	SATURDAY, 7th Oct., from Kobe
VICTORIA, B.C. and SEATTLE, via KEELUNG, SHANGHAI, MOJI, KOBE, YOKKAICHI, SHIMIZU and YOKOHAMA	INABA MARU Capt. S. Tomimaga	7,000	TUESDAY, 12th Sept., at 4 P.M.
SYDNEY and MELBOURNE, via MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE	TAMBA MARU Capt. K. Noh	7,000	TUESDAY, 10th Oct., at Noon.
	NIKKO MARU Capt. M. Yagi	5,000	FRIDAY, 29th Sept., at Noon.
	KUMANO MARU Capt. M. Winkler	7,000	FRIDAY, 27th Oct., at Noon.
SHANGHAI, MOJI and KOBE	BINGO MARU Capt. S. J. G. Parson	7,000	WEDNESDAY, 13th Sept.
SHANGHAI, MOJI and KOBE	WAKASA MARU Capt. N. Nielsen	7,000	WEDNESDAY, 13th Sept.
NAGASAKI, KOBE and YOKOHAMA	KUMANO MARU Capt. M. Winkler	6,000	WEDNESDAY, 27th Sept., at Noon.
KOBE and YOKOHAMA	MISHIMA MARU Capt. A. E. Moses	9,000	THURSDAY, 14th Sept., at 11 A.M.
BOMBAY via SINGAPORE, and COLOMBO	HAKATA MARU Capt. K. Soyeda	7,000	TUESDAY, 5th Sept.

Onitling Keelung and Shimizu. Fitted with New System of Wireless Telegraphy. Carries Deck Passengers. Cargo only.

NEW LINE OF STEAMERS

BETWEEN

KOBE AND CALCUTTA.

Regular Service (once in every 18 days)

FROM KOBE TO CALCUTTA, CALLING AT SINGAPORE, PENANG and RANGOON.

The First Steamer to sail from Hongkong:—

"JINSEN MARU," Tons 3,782, ON SEPTEMBER 26TH.

CHEAPEST SUMMER RATES

BETWEEN

HONGKONG AND JAPAN PORTS.

Commencing 1st June, ending 30th September, 1911.

SPECIAL EXCURSION TICKETS (1st & 2nd CLASS) AVAILABLE FOR 3 MONTHS

Yokohama Return. Kobe Return. Moji Return. Nagasaki Return.

1st CLASS	\$120	\$110	\$100	\$90
2nd	\$80	\$70	\$60	\$50

With Option of call between Steamers' Calling Ports in Japan.

For Further Information, apply to—

T. KUSUMOTO, MANAGER.

1061-14-40]

PENINSULAR & ORIENTAL

STEAM NAVIGATION CO.

HOMEWARD PASSENGER SEASON, 1912.

PROPOSED SAILINGS OF MAIL STEAMERS

MARSEILLES AND LONDON.

TAKING PASSENGERS ALSO FOR

COLOMBO, INDIA, AUSTRALASIA, EGYPT, BRINDISI, & C.

THROUGH TICKETS ISSUED TO BOSTON AND NEW YORK.

STEAMERS to COLOMBO		HONGKONG		from COLOMBO to MARSEILLES & LONDON		MARSEILLES (Brindisi 2 days earlier)	PLYMOUTH (London 1 day later)
Steamer	Tons	1 P.M. SATURDAY		Steamer	Tons	SATURDAY	FRIDAY
ASSAYE	7500	February 5		MANTUA	11000	March 2	March 8
HIMALAYA	7000	February 17		MACEDONIA	10500	March 16	March 22
DELHI	8000	March 2		MOBEA	11000	March 30	April 5
INDIA	8000	March 16	1.6	Through Steamer		April 13	April 19
DEVANHA	8000	March 30		MOLDAVIA	11000	April 27	May 3
DELTA	8000	April 13	1.5	MALJOJA	12500	May 11	May 17
ASSAYE	7500	April 27		MONGOLIA	10000	May 25	May 31
DELHI	8000	May 11	21	MALWA	11000	June 8	June 14

Passengers change Steamers at COLOMBO, with exception of S.S. "INDIA" and those for BRINDISI transfer also to the Express Mail Steamer at PORT SAID. Accommodation in the connecting Steamer from COLOMBO is definitely reserved in Hongkong at the time of Booking.

FARES TO LONDON: 1st SALOON £71.10 SINGLE £106.14 RETURN.

2nd " £48.8 " £72.12

IN ADDITION TO THE ABOVE MAIL STEAMERS

INTERMEDIATE (NON-TRANSHIPMENT) STEAMERS WILL LEAVE FOR

LONDON

CARRYING 1st and 2nd SALOON PASSENGERS AT REDUCED RATES.

Proposed Sailings:

STEAMERS	HONGKONG		LONDON	
	Tonnage	about	about	
NYANZA	7000	February 7	March 22	
NILE	7000	March 6	April 19	
NUBIA	6000	April 3	May 17	
SUMATRA	5000	April 17	May 31	
NAMUR	7000	May 1	June 14	
PALAWAN	5000	May 15	June 23	
BORNEO	5000	May 29	July 17	
SYRIA	7000	June 12	July 27	
NORE	7000	June 26	August 10	

These Steamers call also at SINGAPORE, PENANG, COLOMBO, and at MARSEILLES

FARES TO LONDON: 1st SALOON £55.0 SINGLE £82.10 RETURN.

2nd " £38.10 " £57.4

For further Particulars, apply to—

E. A. HEWETT,

SUPERINTENDENT.

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